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HEADQUARTERS  
4070TH SUPPORT WING (SAC)  
March Air Force Base  
California

25X1A2g 26 October 1956

SUBJECT: Report on Overseas Visit (Project [REDACTED])  
18 September to 17 October 1956

TO: Commander  
4070th Support Wing (SAC)  
March Air Force Base  
California

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1. Lieutenant Colonel A. M. Lien, Chief of Supply, 4070th Support Wing, accompanied [REDACTED] of Project Headquarters and [REDACTED] the Project Depot Supply Officer, on an overseas visit to the two Weather Reconnaissance Squadron locations to investigate reported support difficulties, and, if required, to coordinate corrective actions with Headquarters USAFE, USAF, and Project Headquarters. Report follows in a general chronological order:

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2. On arrival at Project Headquarters on 19 September 1956, the visiting group was briefed on the several messages that had been forwarded by the Commander, Detachment "B," regarding the lack of support at [REDACTED]. Areas of reported non-support included transportation, messing, and expendable type supplies. Detachment "A" had not reported any major difficulties; however, the unit would be visited and the new base currently under preparation to receive this unit in the near future would be surveyed to determine its capability to support the Detachment's mission. Further, the ZI depot support and pipeline status would also be checked to determine the effectiveness of that operation. The group departed Washington on 19 September 1956.

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3. The survey group arrived at [REDACTED] on the afternoon of 20 September 1956. Detachment "A" representatives and Major Jones, the 4070th Support Wing Liaison Officer, were contacted, and support at [REDACTED] was stated as excellent, however some delay in the preparation of [REDACTED] to receive the Detachment by 15 October was reported. On 21 September, the group met with Brig Gen Light, Director of Material, USAFE, and Lt Col Marthens, Project Officer, USAFE, to discuss the purpose of the visit. Brigadier General Light indicated that he was aware of certain problems at [REDACTED] and recommended specific action be reserved until the group visited the base to obtain first hand data regarding the reported difficulties. Lieutenant Colonel Marthens was designated to accompany the visitors to [REDACTED]. The preparation at [REDACTED], to support Detachment "A" was discussed. Brigadier General Light indicated that he desired that all operational facilities at the base be completed prior to moving the unit from [REDACTED] and that the movement date of 15 October 1956 was

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contingent on completion of the facilities. It was agreed that all concerned would meet with Headquarters USAFE representatives on completion of the survey of both [REDACTED] to arrive at actions required to resolve any support deficiencies noted during the survey. 25X1A6a

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4. The group departed for [REDACTED] on 22 September, arriving there on the morning of 24 September 1956. On arrival, [REDACTED] Detachment "B" Commander, established a conference with the Adana Base Commander and his Materiel Staff. Findings at [REDACTED] were as follows:

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a. The maintenance and operational facilities were completed and considered excellent. Unsatisfactory blower motors in the heating system was the only reported deficiency as pertained to the facilities. Project Headquarters accepted the responsibility for obtaining replacement motors.

b. The base construction program to include an officers club, service club, and theater was progressing satisfactorily and should be completed by January 1957. These facilities are urgent requirements as recreational facilities are now practically non-existent. 25X1A6a

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c. The reported unsatisfactory field mess at [REDACTED] was considered a valid complaint. The quality of the food was below average and sanitation practices were sub-standard as evidenced by the considerable number of dysentery cases reported by Detachment "B's" medical officer. The mess condition was the most severely criticized deficiency by the majority of Detachment "B's" personnel. The [REDACTED] Commander acknowledged that the mess required improvement and attributed the situation to a personnel problem. The Food Service Officer and senior Non-Commissioned Officer were being relieved and replacements were en route from other bases. The USAFE representative took action to assign a USAFE mess assistance team of one officer and three food service technicians to [REDACTED] for a temporary period. This team has an excellent reputation for improving messing conditions throughout the command. Other corrective actions will include procurement of dishes, glasses, silverware, water coolers, and other items to improve the appearance and capability of the mess. Major Jones, 4070th Liaison Officer, will review the mess condition with [REDACTED] on his scheduled visit to [REDACTED] on 22 October 1956. In summary, the mess capability at [REDACTED] when considered in relation to the quality of the food to which the Detachments were accustomed in the ZI, will be a difficult problem area to overcome, and at its best will probably be barely acceptable to the type of personnel involved in this project. 25X1A6a

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d. The ground transportation support was inadequate at the time of the visit due to the delayed arrival of the bus allocated to

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the Detachment. Later information indicates that the bus arrived at [REDACTED] on 29 September 1956. Other vehicles, such as jeeps, weapons carriers, and pick-ups were not in the best mechanical condition and occasional breakdowns were being encountered. On 26 September, 52 out of 156 vehicles were out of commission and the lack of parts was responsible for 47 of the grounded units. USAFE authorized the base to use [REDACTED] spares to repair vehicles and a civilian contract was being formulated to have a reputable repair shop in [REDACTED] authorized to perform maintenance and repair of Air Force equipment. Further the Detachment "B" Commander utilized Project funds to purchase a quantity of motor scooters for key personnel of his organization. The above combined actions should improve the transportation support to an acceptable degree. 25X1A2g

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e. From an operational aspect, the supply support could be the most serious problem area. When Detachment "B" arrived at [REDACTED] certain required expendables were not on hand. Examples were hydraulic fluid, welding gases, nitrogen, office supplies, and common hardware. The T-33 Table II spares that were shipped to [REDACTED] by a C-124 aircraft on 8 August 1956 remained in outside storage. The base had not inventoried or posted subject spares to base supply records. Action to warehouse and record subject spares was started during the visit. Lieutenant Poerschke, Project [REDACTED] Project Officer at Nouassour, was at [REDACTED] during this visit and indicated that all Project [REDACTED] requisitions would receive priority handling by his office. He emphasized however, that the depot could not provide items coded Local Purchase. Based on an AMC directive, all Local Purchase requirements not procurable in the immediate area of the base must be requisitioned from the Area Procurement Office located at [REDACTED]. As this office has not been assigned this responsibility until this fiscal year, the support rendered to date has not been too satisfactory. Therefore, it was decided to follow a "fill or kill" requisitioning procedure with [REDACTED] and that priority requirements for Local Purchase items not available at [REDACTED] be forwarded direct to the USAFE Project Office for supply action. If not available from USAFE resources, the requirements will be forwarded to the Project Supply Depot at [REDACTED] California. Pipeline time and communication difficulties also contribute to the difficult supply support in this area and close monitoring and follow-up of all requisitions by the Detachment Supply Officer will be required. It is appropriate to note that our letter of requirements forwarded to Headquarters USAFE on 15 June 1956, and subsequently forwarded to [REDACTED] had not been implemented, and that supply action to obtain the various expendables outlined in this letter was not initiated prior to this survey. 25X1A6a

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f. A C-54 and two T-33 aircraft were on hand at [REDACTED]. Ground maintenance personnel for the C-54 had been assigned to the base but aircraft spares were not on hand. Periodic inspections will be accomplished at [REDACTED] by a Seventeenth Air Force maintenance organization. This unit, however, possesses only limited C-54 aircraft spares

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and was unable to clear several major defects on the aircraft the week prior to the visit. T-33 periodic inspections will be accomplished at Wheelus Air Force Base. A decision was reached to place an en route Flyaway Kit aboard the C-54 aircraft to insure routine maintenance can be supported regardless of the aircraft's location.

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Subject spares will be assembled at [REDACTED] and shipped to both Detachments. Parachute riggers had not been assigned at the time of the visit; however, on return to Headquarters USAF it was learned that a rigger had been dispatched to [REDACTED] and that the Turkish Air Force facility would be utilized to accomplish parachute repacking. 25X1A6a

g. The receiving section of Base Supply at [REDACTED] was experiencing difficulty in identifying Detachment "B" property as all supplies, including construction items, were being marked for Project [REDACTED]. In several instances aircraft parts and other supplies needed by the Detachment were picked up by base personnel and moved to their operating location. It is believed that arrangements made with the base to more closely monitor receipts of supplies and the distinctive marking of containers destined for the Detachment will eliminate this problem. Pipeline time to date on supplies flowing through Charleston, S.C., averaged 14 to 18 days from the date shipped from [REDACTED]. Based on previous experience it is not believed that this pipeline time can be reduced appreciably. 25X1A6a

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h. The machine shop which was procured by the aircraft contractor had been installed, but was not fully operable due to a power problem. Starter relays for most of the machinery were not adaptable to the 220V power supply. Different relays would be required before this situation could be remedied. The Project Depot Supply Officer agreed to obtain the necessary relays from the aircraft contractor and to airmail them to Detachment "B."

i. All contractor representatives were contacted to review any problem area that could be resolved by the combined efforts of the visiting group. Certain equipment and Flyaway Kit change recommendations were accepted for inclusion in the next printing of the authorization documents. A major change involved the addition of a photo-lab capability within the unit to process test film strips and other requirements such as pictures to support unsatisfactory reports. Prior to departure from [REDACTED] a combined meeting was held with [REDACTED] and Col Thomas, the Base Commander, to review findings and actions required. The expendable requirement letter of 15 June 1956 and the Overseas Logistical Support Plan 400-1 were reviewed with all concerned and action was initiated by the Base Materiel Staff to comply with all requirements stated in the two documents. It is noted that the present Materiel Staff at [REDACTED] was only recently assigned and that some of the support problems can be attributed to the complete change-over of key personnel at the time that the support should have been prepositioned at [REDACTED].

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5. The survey party returned to Headquarters USAFE on 27 Sep 56. [REDACTED] was visited to review construction progress and to determine the support capability of that station. Findings were as follows:

a. The construction program included the renovation of a 240' x 140' hangar, erection of three 40' x 100' Butler type buildings for warehousing, quarters for approximately 120 personnel, and a 40' x 100' Butler building for use as an officers club. On 12 Oct 56, the hangar to include office space for the entire operation, photo-lab, communications, and the pre-breathing facility was completed except for electrical power. Two 190 KVA Generators were on the base and were scheduled for installation and connection prior to 15 Oct 56. The warehouse buildings were completed. The ten structures to be used for living quarters were completed except for tiling and painting the bathrooms. This work was scheduled for completion by 25 Oct 56. New furniture was being installed. The officers club was erected; however, the interior work was delayed pending availability of funds. Subject funds were made available by Headquarters USAFE on 13 Oct 56. The lack of this facility would not delay the movement.

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b. As there is no supply account established at [REDACTED] the 7030th Support Group at Ramstein Air Force Base will provide all common type supplies. Ramstein is [REDACTED] which can be an unsatisfactory feature. Headquarters USAFE directed Headquarters Twelfth Air Force to investigate the possibility of establishing a supply account at [REDACTED] at the earliest possible date.

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6. On 4 October 1956, a conference was held at Headquarters USAFE with representatives of that headquarters, AMFEA, 7030th Support Group, [REDACTED] and Detachment "A" to resolve certain support procedures that would be implemented when Detachment "A" was in place at [REDACTED]. Other problems as pertained to Detachment "B" at [REDACTED] were discussed with AMFEA representatives. Inclosure 1 reflects the official minutes of this meeting. This conference was instrumental in establishing supply requirements through the normal theater supply channels and should improve the future support rendered both Detachments.

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7. Lieutenant Colonel Lien remained at Headquarters USAFE and Detachment "A" until 14 October 1956 to monitor Detachment "A's" activities and to meet with Brig Gen Light who was temporarily away from the headquarters. On his return, Brig Gen Light was briefed on the survey of [REDACTED] and [REDACTED] and was advised that actions now in progress appeared satisfactory. Brigadier General Light expressed concern regarding certain reports being provided Headquarters USAF regarding the unsatisfactory conditions at [REDACTED] that had not been brought to the attention of Headquarters USAFE, and requested that,

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in the future, his headquarters be made aware of problems and afforded an opportunity to take appropriate action to resolve any difficulties prior to Headquarters USAF being advised of the deficiencies. This information was passed on to Project Headquarters and the Project Office, Headquarters USAF, on return to Washington, D.C.

8. The Strategic Air Command role in monitoring the overseas support of the Detachments was discussed with Brig Gen Light and the Project Office, Headquarters USAF. General Light indicated that SAC Liaison support should not be required if all levels of command within the theater properly accomplished all functions as outlined in the Overseas Logistical Support Plan. He also stated, however, that there was no objection to Strategic Air Command representation to assist in the support monitorship, but that the representatives should be attached to Headquarters USAF for control and appropriate direction. Discussions at the Project Office, Headquarters USAF, considered a letter from Headquarters SAC to Headquarters USAF, requesting relief from the overseas monitorship responsibility. The Project Office indicated concurrence with the request and will recommend to the Air Staff that Strategic Air Command be relieved of the overseas support responsibility, and that the various letters of requirements and logistical plans, prepared by the 4070th Support Wing, be forwarded to the overseas commands concerned by the Project Office, Headquarters USAF. An official reply to General Terrill's letter can be expected in the near future. It is emphasized, however, that until SAC is completely relieved of the overseas support responsibility, there is a tendency by certain USAF representatives to indicate that more extensive monitorship by SAC Liaison personnel could prevent many of the difficulties encountered to date. Therefore, if SAC is not relieved of the overseas support function in the immediate future, recommend that the assignment of additional personnel to overseas Liaison duty be considered as soon as possible. It is appropriate to note that Major Donald A. Jones was selected as the 4070th Support Wing Liaison Officer at the time that Detachment "A" was located at [REDACTED] and that the majority of his efforts since July 1956 has been concerned with the deployment of the unit to [REDACTED] and monitoring the support of Detachment "A" at [REDACTED]. In addition, Major Jones has been arranging for shipment to [REDACTED] of property originally purchased at [REDACTED] for Detachment "A," and has also been responsible for returning equipment to [REDACTED] that was temporarily borrowed to support the operation in [REDACTED]. This interchange of equipment was scheduled for completion by 15 November 1956.

9. Lieutenant Colonel Lien returned to March Air Force Base on 17 October 1956.

1 Incl  
Memo for the Record  
(Eq USAF) 5 Oct 56

ARTHUR M. LIEN  
Lt Colonel, USAF  
Chief of Supply

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